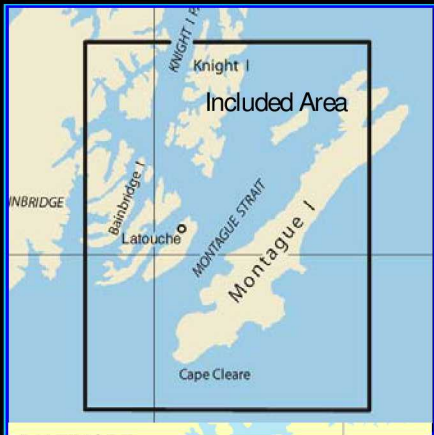


BookletChartTM

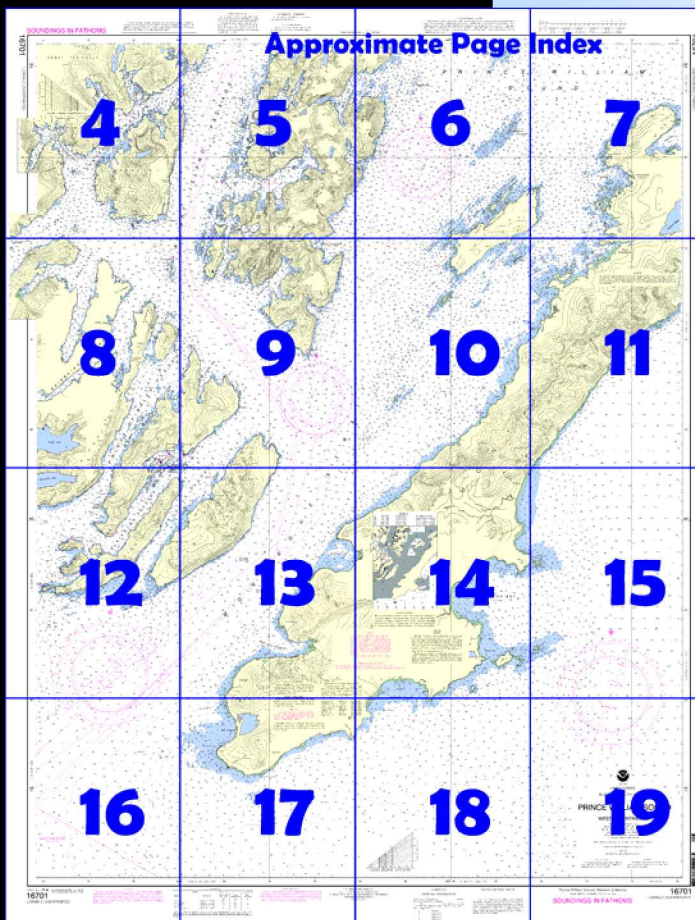
Prince William Sound - Western Entrance

(NOAA Chart 16701)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

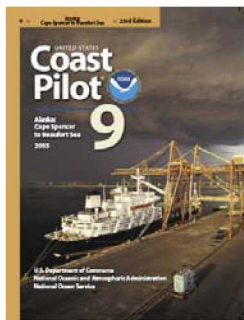
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 4 excerpts]

(234) **Cape Cleare**, the SW extremity of Montague Island, is gently rounding and consists of eroded bluffs with rocky beaches. Back of the cliffs the cape is timbered and undulating with the ground gradually rising to the mountain masses nearby. A detached rock with a double head 25 feet high is about 75 yards off the SW extremity of the cape. Three pinnacle rocks, with least depths of 2.4 fathoms, 2.8 fathoms and 3.9 fathoms are S of the cape and located at: 59°44.7'N.,

147°51.6'W., 59°44.4'N., 147°51.6'W., and 59°44.3'N., 147°51.8'W., respectively. The cape should be given a berth of at least 2.5 miles. Strong tidal currents sweep around the cape and tide rips are frequently encountered.

(235) Exposed anchorage can be had in the bight about 5 miles NE from Cape Cleare in 10 to 20 fathoms, sand and gravel bottom. **Cape Cleare**

was subjected to extensive upheaval during the March 1964 earthquake. Shoaling and other scattered dangers exist in the area. Mariners should exercise extreme caution when navigating in depths under 10 fathoms or areas of uneven bottom.

(236) **Neck Point**, the first prominent point NE from Cape Cleare, is a bold headland with eroded bluffs. A prominent pinnacle rock 104 feet high is about 100 yards off the point and deep water extends close to shore. The point is separated from the higher peaks back of it by a neck of land somewhat lower than the outside point. The headland and the 1,900-foot peak are separated from the main ridge by a deep valley. When viewed from a position SW of Cape Cleare the peak has the appearance of a detached conical island.

(237) **Jeanie Cove**, a bight 10 miles NE from Cape Cleare, is exposed to the S and affords no protected anchorage. There are numerous reefs and rocky patches in this vicinity that should be avoided.

(238) Rocks awash are 0.8 mile NE of the W entrance point, and a reef, which uncovers, is 0.8 mile SW of Jeanie Point, the E entrance point. A depth of 7 fathoms is about 1.4 miles 212° from Jeanie Point.

(239) **Jeanie Point** is bold with rock cliffs. Back of the cliffs the land is timbered and rolling. A prominent detached rock is a short distance off the point.

(240) **Wooded Islands**, on the SE side of Patton Bay, are 16 miles NE from Cape Cleare. The largest of the three is wooded and flat topped, with a prominent square-topped pinnacle rock about 175 yards off its W end. **Tanker Island**, the middle islet about 0.4 mile E of the largest island, has a small clump of trees near one end that appear similar to the stack and wheelhouse of a tanker. **Fish Island**, the easternmost islet, is small with a few trees on the W summit. The area between the islands is foul, and the small passage SW of the largest island is shoal and foul. These islands should be given a berth of at least 2 miles, and without local knowledge, the shoal rocky passage SW of the islands should not be used by small boats.

(241) A survey of the coast from Wooded Islands to Cape Cleare disclosed no outlying dangers, but there are areas of broken bottom near the shore and vessels are advised to give the coast a berth of 3 miles.

(242) **Patton Bay**, 17 miles NE of Cape Cleare, is about 4.5 miles square with Box Point on the NE side and Wooded Islands on the SE side. The deepwater entrance, about 3.5 miles wide, is between the rocky foul ground extending E from Box Point and the irregular rocky ground extending ENE from the Wooded Islands.

(243) Inside the bay, foul areas extend 0.3 mile S and 1.1 miles W of the S tip of Box Point. The E head of the bay is foul over 1 mile offshore. There are foul areas from the prominent pinnacle rock on the rocky point 2 miles NW of the largest of the Wooded Islands: 0.7 mile NNW, 0.3 mile NE, and 0.8 mile SSE. **Nellie Martin River**, on the S side of the bay, is blocked by a bar across its mouth.

(244) There is good anchorage, except during NE to S weather, for small boats in the bights at the NE, W, and SW parts of the bay in 3 to 10 fathoms, sand bottom, and for larger vessels in 15 fathoms or more, sand and mud bottom.

(245) **In July 1983, a reconnaissance survey of Patton Bay by the NOAA Ship DAVIDSON confirmed that the March 1964 earthquake caused a bottom uplift of at least 2 fathoms throughout the bay. Shoaling and new dangers may exist requiring extreme caution until a complete survey is made of the area.**

(246) **Box Point** is about 130 feet high and comparatively level, with steep bluffs, giving a rectangular appearance. Two box-shaped islets are on foul ground extending 1.7 miles E to 6-fathom depths.

(247) **Purple Bluff**, 5 miles N of Box Point, has a purple hue especially in the afternoon. South of Purple Bluff, a conspicuous valley, drained by **Beach River**, trends far inshore.

(248) From Purple Bluff to Zaikof Point, the outer coast of Montague Island is unbroken and free from outlying dangers except for Seal Rocks. About 3.5 miles S of Purple Bluff, a spit extends 0.5 mile offshore, terminating in a group of rocks awash.

(249) The W and N coasts of Montague Island are described later.

Table of Selected Chart Notes

Corrected through NM Jan. 19/08
Corrected through LNM Jan. 08/08

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 9, Chapter 3 for details.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Patton Bay	(59°54'N/147°26'W)	10.2	9.3	1.4
Maclead Harbor	(59°53'N/147°47'W)	11.0	10.2	1.4
Port Chalmers	(60°15'N/147°15'W)	11.9	11.0	1.5
Latouche	(60°03'N/147°54'W)	11.5	10.6	1.5
Port Audrey, Drier Bay	(60°21'N/147°46'W)	12.1	11.2	1.6

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Jan 2008)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7960.....79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

HEIGHTS

Heights in feet above Mean High Water.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Rugged I, AK	WNG-526	162.425 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Cape Hinchinbrook	WNG-532	162.525 MHz
Potato Point, AK	WNG-527	162.425 MHz
Seward, AK	KEC-81	162.550 MHz
Whittier, AK	KXI-29	162.400 MHz
East Point, AK	WNG-530	162.500 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.400' southward and 7.160' westward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

Mercator Projection
Scale 1:81,436 at Lat. 60°
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

For Symbols and Abbreviations see Chart No. 1

CAUTION NOTE B

Significant changes in depths and shoreline have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Some areas have not been re-surveyed since that time and may reflect pre-earthquake conditions. Mariners are urged to use extreme caution when navigating in areas indicated in the source diagram as pre-1970 hydrography. Most of the shoreline on this chart has not been verified since the earthquake.

Tidal observations after the earthquake indicated bottom uplift of 14.9 feet in Patton Bay. Mariners are cautioned to expect continued shoaling in Patton Bay. Limited hydrographic revisions in Patton Bay were made from a 1983 reconnaissance survey.

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LORAN-C OVERPRINTED



HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.400" southward and 7.160" westward to agree with this chart.

SUPPLEMENTAL INFORMATION

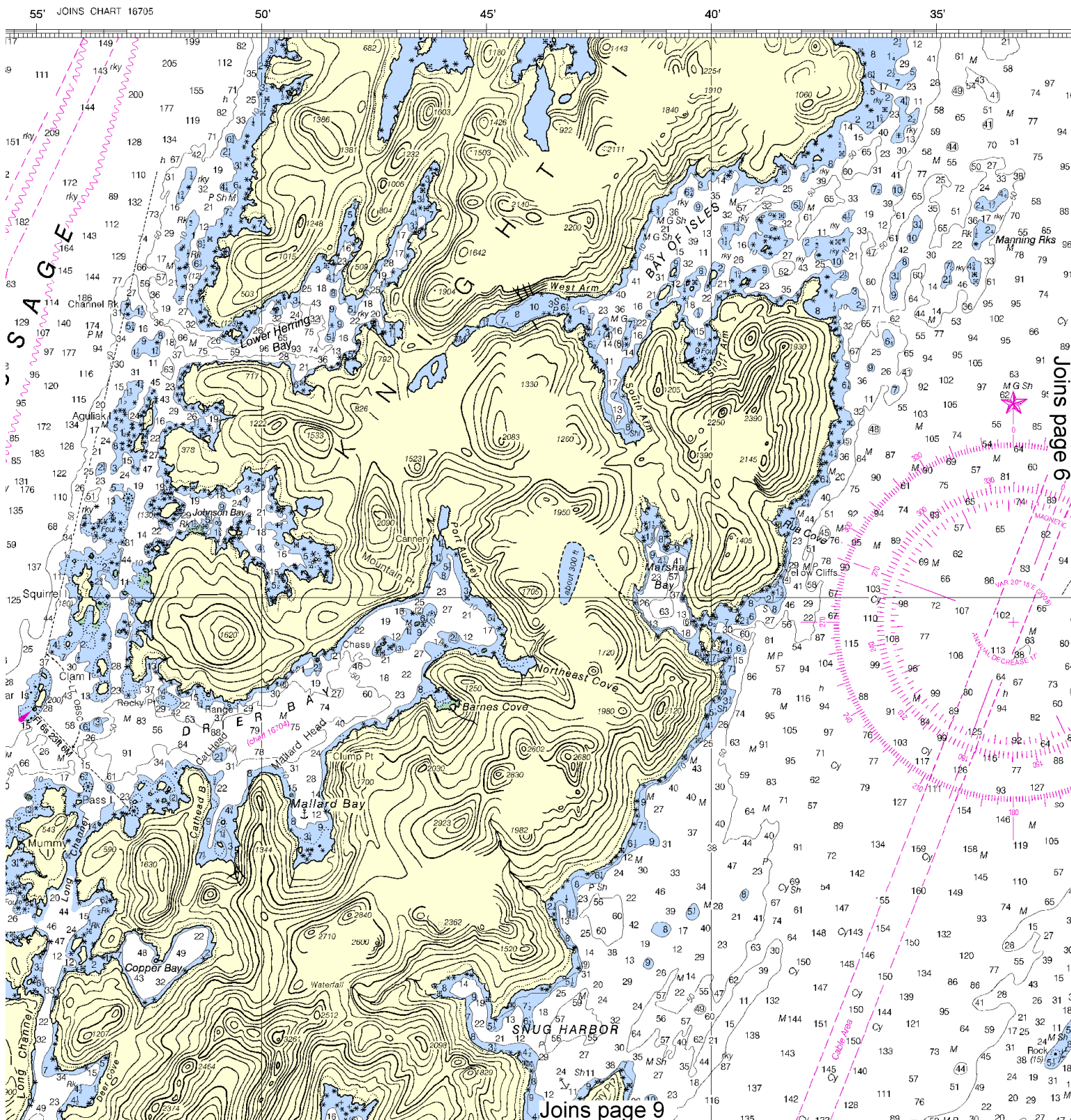
Consult U.S. Coast Pilot 9 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Formerly C&GS 8515 1st Ed., Aug. 1907 KAPP 2598

Within the 12 mile limit of the outer limit of the State of Florida, Texas most cases the jurisdiction of the United States. Unless fixed by treaty or modification.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:108581. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

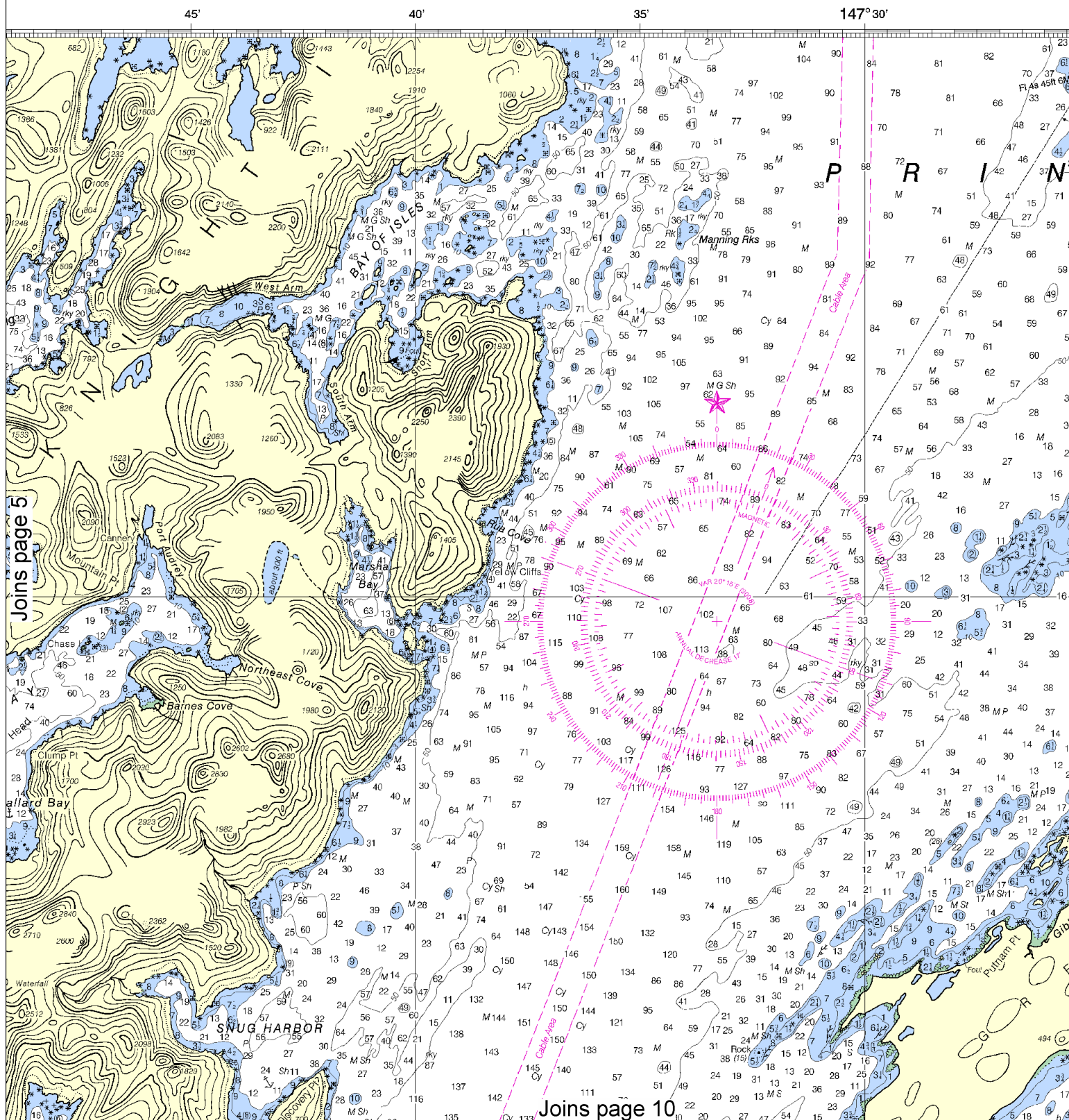
SUPPLEMENTAL INFORMATION
suit U.S. Coast Pilot 9 for important
hential information.

AIDS TO NAVIGATION
suit U.S. Coast Guard Light List for
hential information concerning aids to
on.

Formerly C&GS 8515 1st Ed., Aug. 1907 KAPP 2598

NOTE X

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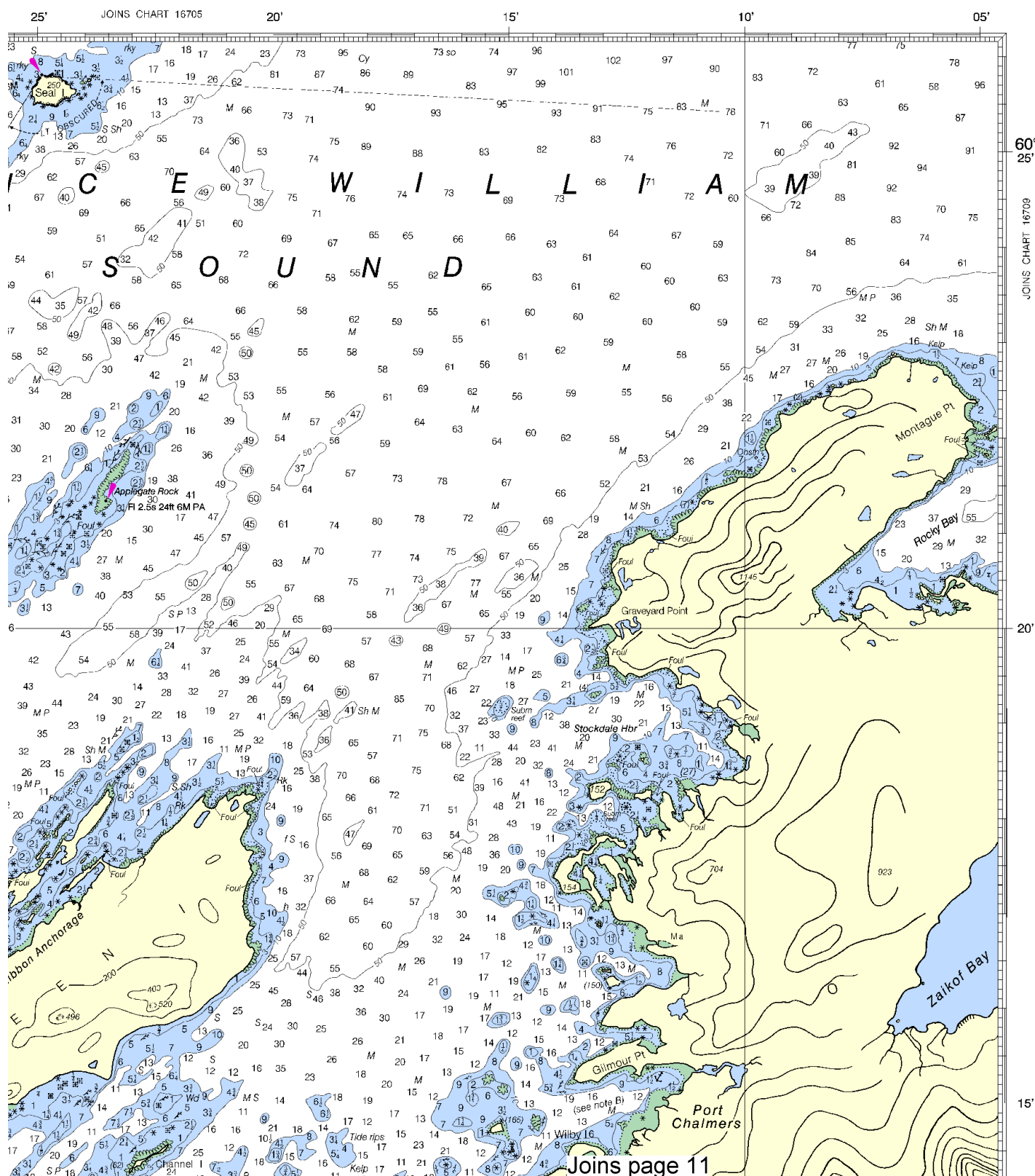
6



PRINT-ON-DEMAND CHARTS

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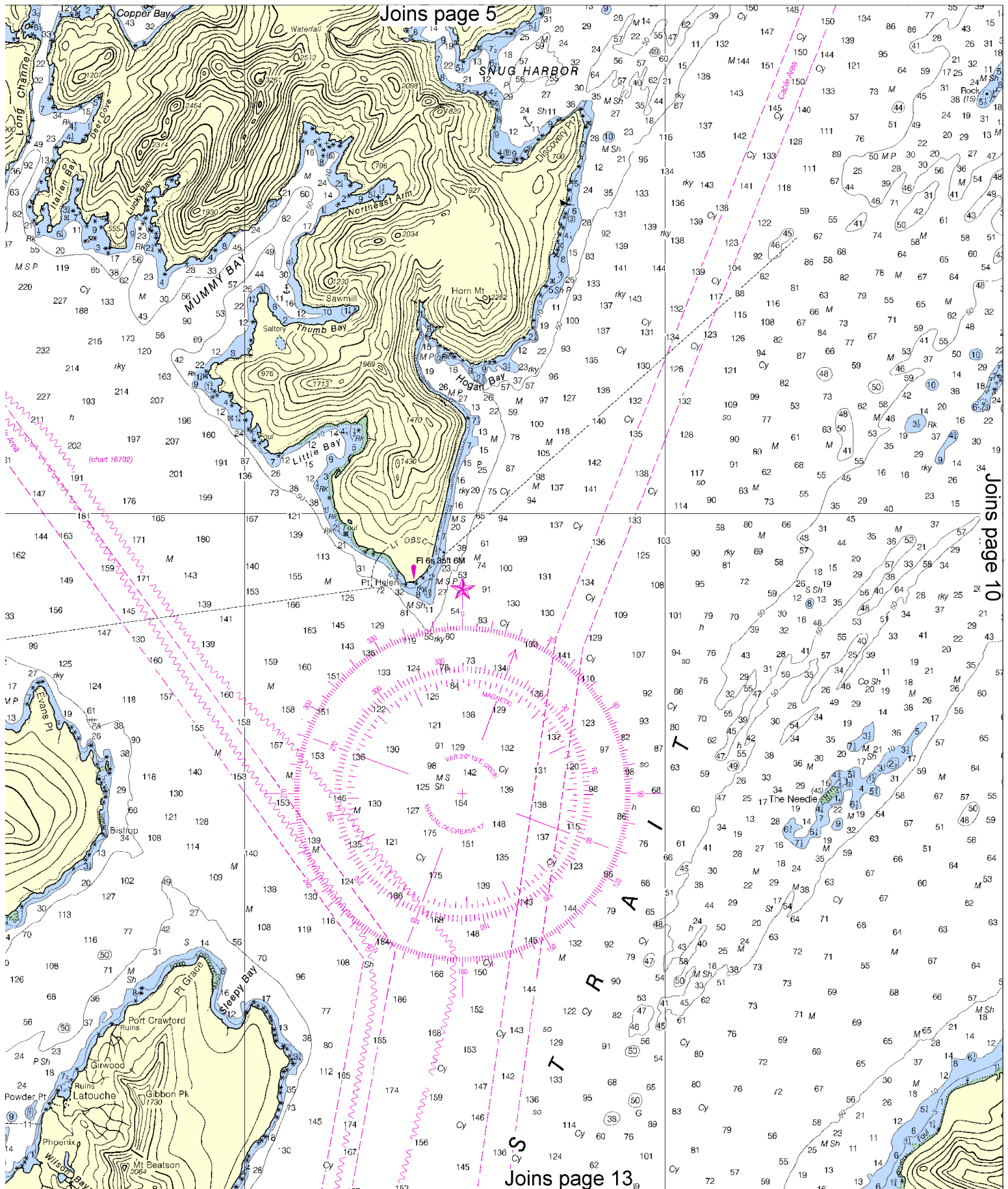
FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

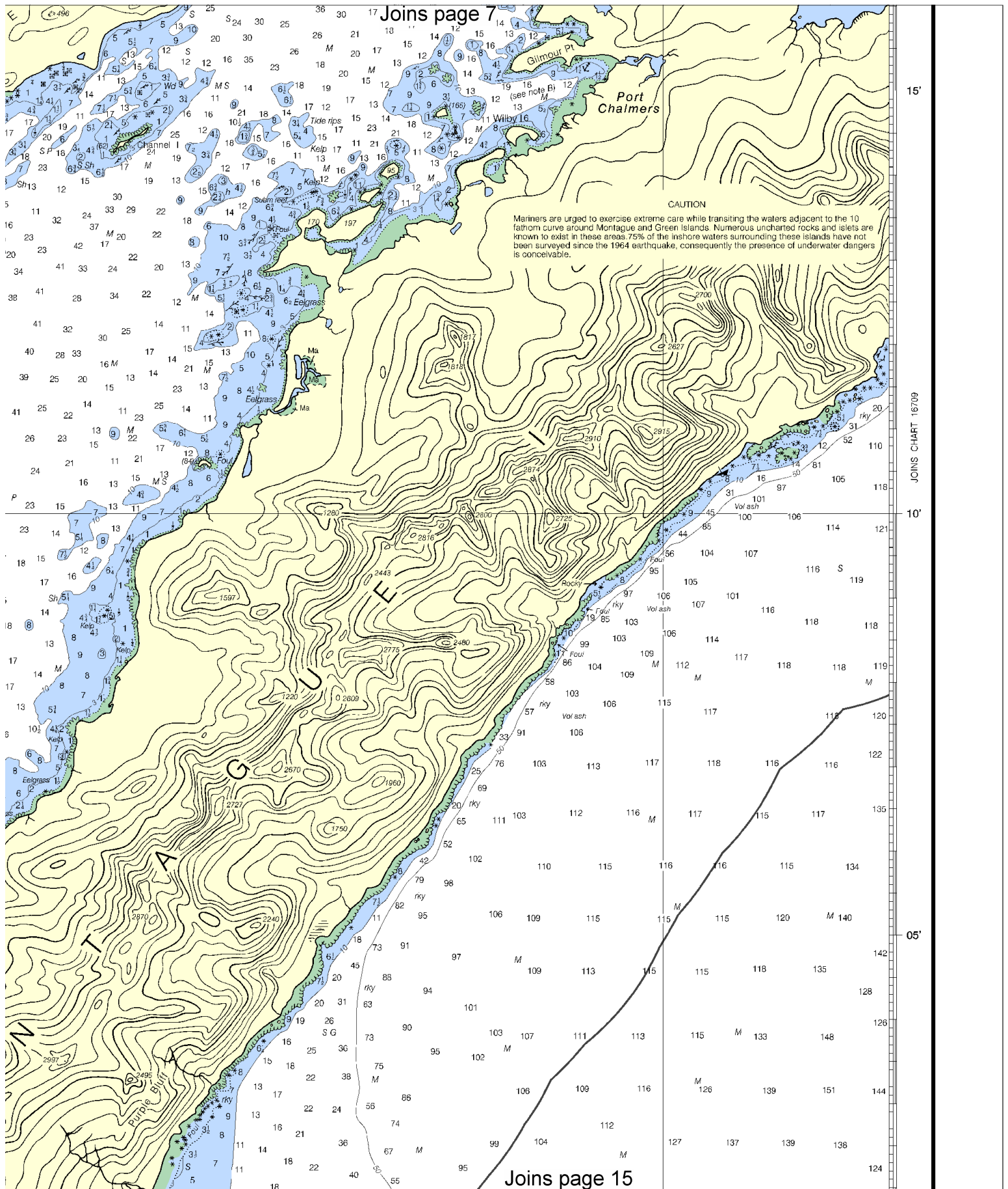


16701
LORAN-C OVERPRINTED

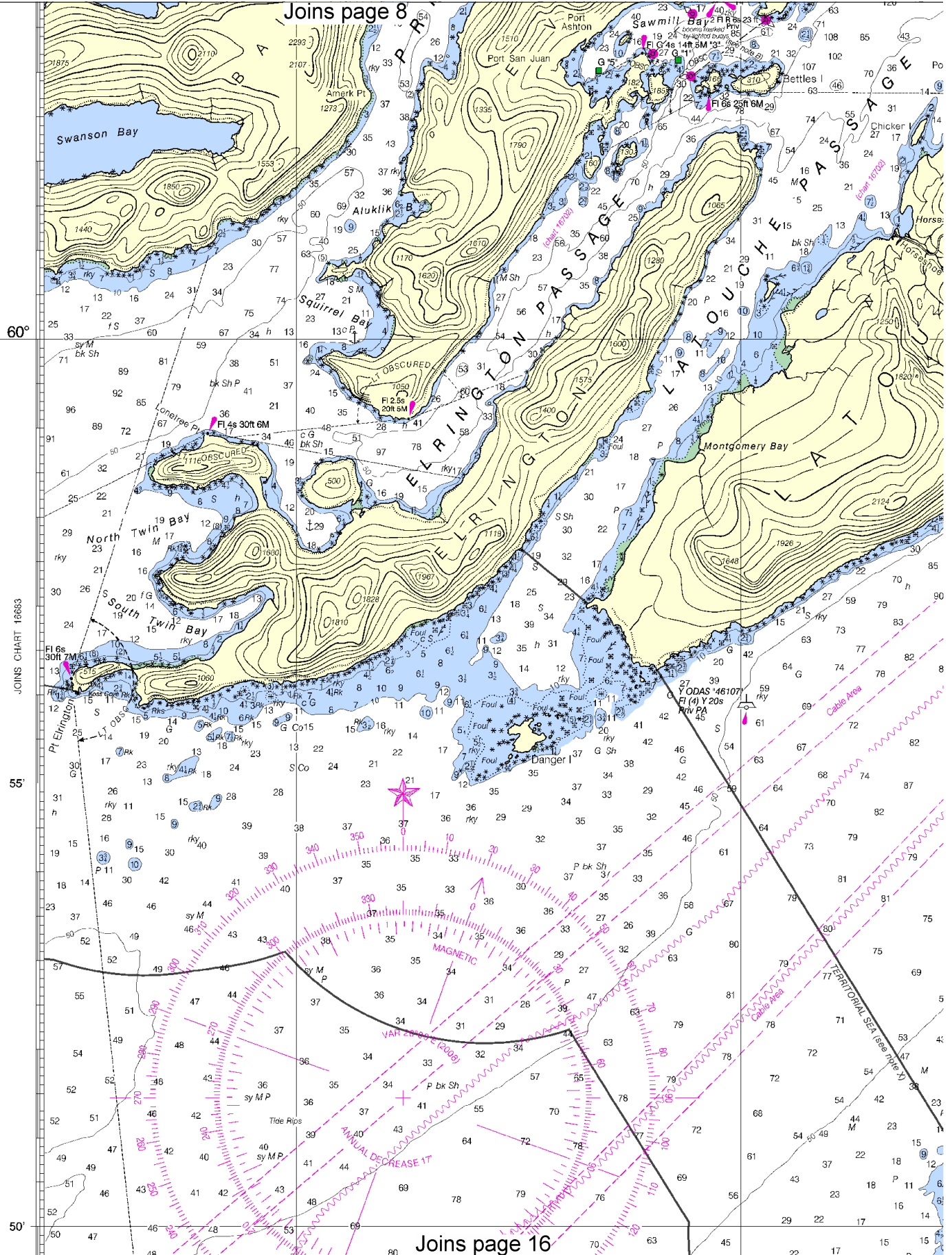
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.







Joins page 8

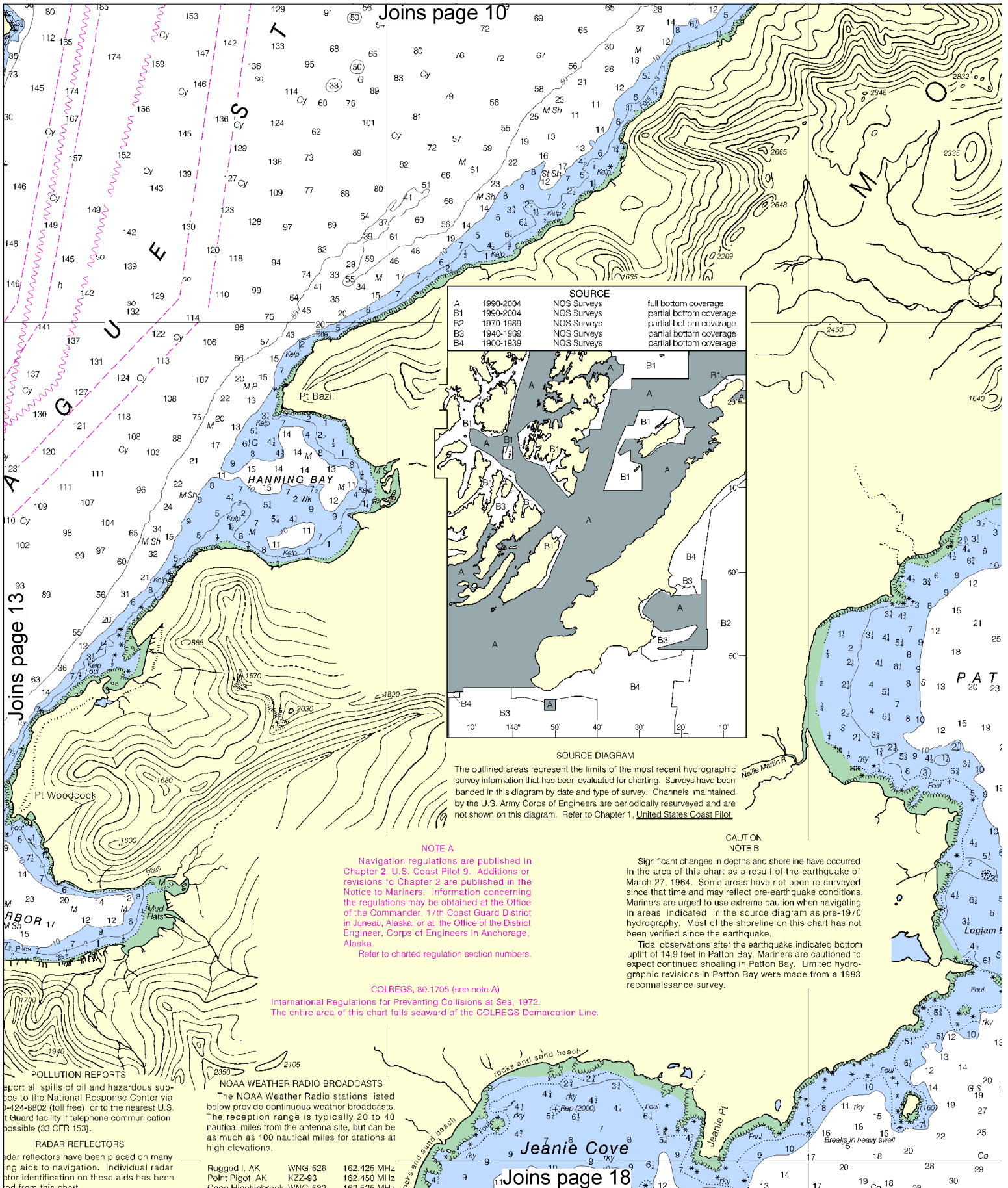


Joins page 16

12



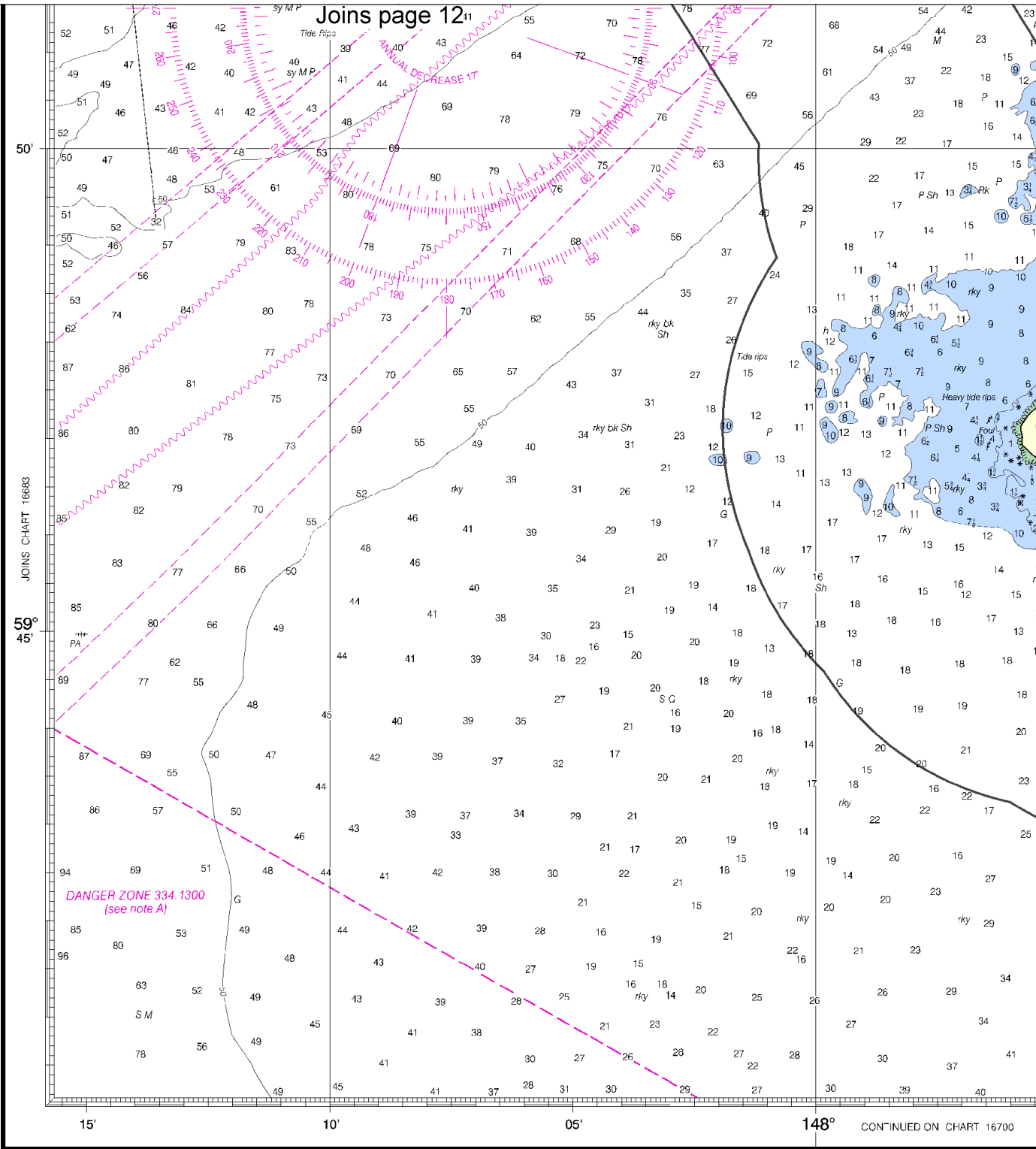




60°

55'

50'



22nd Ed., Jan. / 08 ■ Corrected through NM Jan. 19/08
Corrected through LNM Jan. 08/08

16701

LORAN-C OVERPRINTED

CAUTION

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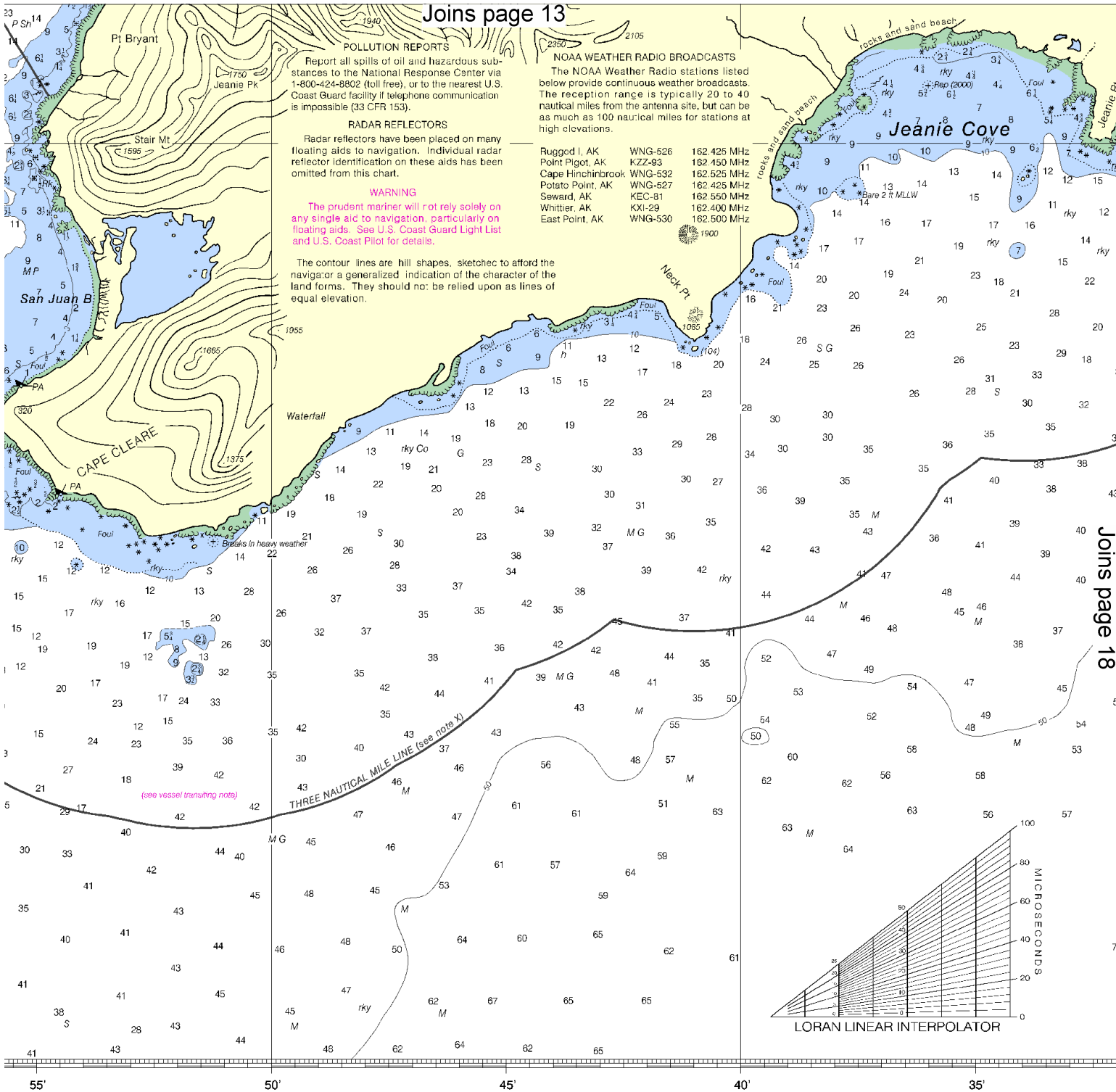
TIDAL INFORMATION

PLACE		H
NAME	(LAT/LONG)	A
Patton Bay	(59°54'N/147°26'W)	
MacLeod Harbor	(59°53'N/147°47'W)	
Port Chalmers	(60°15'N/147°15'W)	
Latouche	(60°03'N/147°54'W)	
Port Audrey, Drier Bay	(60°21'N/147°46'W)	

Dashes (---) located in datum columns indicate unavailable datum or tidal predictions, and tidal current predictions are available on the Int (Jan 2006)

16





ON

Height referred to datum of soundings (MLLW)		
Mean Higher High Water	Mean High Water	Mean Low Water
feet	feet	feet
10.2	9.3	1.4
11.0	10.2	1.4
11.9	11.0	1.5
11.5	10.6	1.5
12.1	11.2	1.6

m values for a tide station. Real-time water levels. Internet from <http://tidesandcurrents.noaa.gov>.

VESSEL TRANSITING
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska, and San Diego, California. See U.S. Coast Pilot 9, Chapter 3 for details.

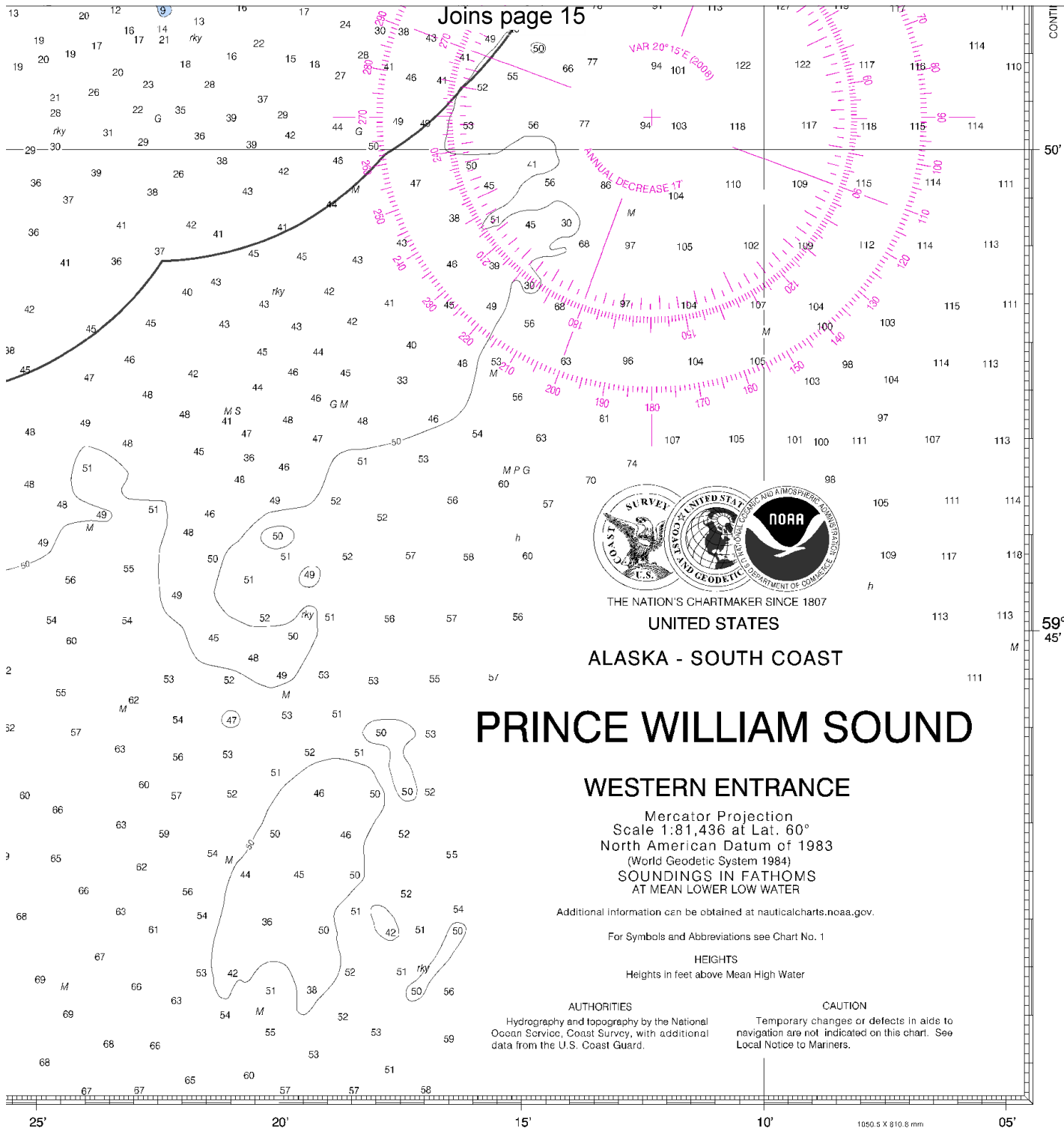
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

LORAN-C FREQUENCY
PULSE REPETITION
7950
STATION TYPE DESIGNATOR
(letter designators):

M
W
X
Y
Z

EXAMPLE: /7960-X

VESSEL TRANSITING	Published at Washington, D.C.	LORAN-C	RATES
Guard and the Pacific States/British Columbia Oil Spill	U.S. DEPARTMENT OF COMMERCE	GENERAL EXPLANATION	
a system of voluntary measures and minimum	NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION		
e for certain commercial vessels transiting along the	NATIONAL OCEAN SERVICE		
between Cook Inlet, Alaska, and San Diego,	COAST SURVEY	LORAN-C FREQUENCY.....100kHz	Loran-C correction
Coast Pilot 9, Chapter 3 for details.		PULSE REPETITION INTERVAL	Geospatial Intelligence
		7960.....79,600 Microseconds	with this chart. The lines
		STATION TYPE DESIGNATORS: (Not individual station	based on survey data.
		letter designators).	the 1/4 nautical mile ac
		M.....Master	Coast Guard. Mariners
		W.....Secondary	the lattices in inshore
		X.....Secondary	
		Y.....Secondary	
		Z.....Secondary	
		EXAMPLE: 7960-X	



Joins page 15



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

PRINCE WILLIAM SOUND

WESTERN ENTRANCE

Mercator Projection
Scale 1:81,436 at Lat. 60°
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

ON THIS CHART

Prince William Sound, Western Entrance

SOUNDINGS IN FATHOMS - SCALE 1:81,436

SOUNDINGS IN FATHOMS

16701

LORAN-C OVERPRINTED

tion tables published by the National
ce Agency or others should not be used
res of position shown have been adjusted
ia. Every effort has been made to meet
accuracy criteria established by the U.S.
ers are cautioned not to rely solely on
re waters.



ED. NO. 22



NSN 7642014011298
NGA REFERENCE NO. 16BC016701

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.